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13 November 1958

Requirements on a Recent Report Concerning Tashkent Airframe Plant
No. 84
25X1A2g

REF : [REDACTED] 16 January 1958, Confidential

Background

A series of reports recently have become available concerning Tashkent Airframe Plant No. 84. Although these reports are unusually current and extremely valuable per se, it is believed that a great deal of additional information could be obtained which might clarify current aircraft production at this plant, the size and layout of the plant, scale of effort, etc. It should be noted that the type of information contained in the reports available so far is of high priority interest, largely because it is the most up-to-date, first-hand data obtained on any Soviet airframe plant in quite some time. Detailed, current information on the activities of even one Soviet plant could serve as a valuable guide for assessing the capabilities of other airframe plants in the USSR.

Prior to the receipt of the [REDACTED] reports it seemed 25X1X6 logical to assume that Crat (IL-14) production soon would cease at the Tashkent plant, possibly to be replaced by production of the twin-engine turboprop transport Camp (AN-8). Since [REDACTED] 25X1X6 refer to the new aircraft as a four-engine transport, clarification is needed. One of the primary purposes of submitting the following requirements will be to determine the exact new type of aircraft with which Tashkent is concerned.

It is hoped that these requirements, submitted on existing reports, also will serve as a guide for future collection efforts on Tashkent Airframe Plant No. 84.

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Requirements

1. Was production of the Crate scheduled to continue after the new aircraft reached series production? Was the plant producing largely military or civil Crates, or both? Did the plant do a large amount of overhaul or modification work on Crates, and were the aircraft being worked on in this manner originally produced at Tashkent? Approximately how many Crates being modified or overhauled might generally be visible on the field or in the plant area? Was most of this type of work done in the open or in hangars? What was the passenger capacity of the Crates in production? Did this vary within the period of source's employment? What types of work might be done on old aircraft which had returned for modification?
2. When new Crates left the final assembly building, how much time elapsed before they were flight tested and then were delivered from the plant? How extensive was the flight testing at the plant? What was the usual number of new Crates which could be seen in the area?
3. If source had access to the final assembly building, how many final assembly positions were there? Was this section of the plant entirely devoted to final assembly operations or was some sub-assembly work also taking place? Were the major sections (fuselage, wings, tail surfaces, etc.) always constructed at Plant 84B or shipped in from another location? If the latter, can source identify the originating location?
4. Is source quite sure that the new aircraft was referred to as the Ukraina? Did he ever see a drawing, picture, or any parts of the new aircraft? Is he firm as to the aircraft having four turbo-jet engines or could he have meant turbo-prop? Was the new aircraft to be high-wing or low wing? Did he ever hear it referred to as a cargo transport? Will Plant 84 B produce the landing gear for the new aircraft? When was the first Ukraina scheduled for completion? Were any Ukrainas to be constructed in the old assembly building or was this activity scheduled for the new section?
5. Can source supply a layout diagram of the plant, giving building locations, functions, approximate dimensions, and number of stories? Of particular interest is this respect is the new section for aircraft assembly. When was this building to be ready for use and where was it to be located?

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6. Approximately how many people were employed by the plant? How many days worked per week, how many shifts per day and how many hours per shift? How much yearly vacation time was allowed for employees? Can source supply any data on wages and salaries?

7. What was source's specific job? Did he have access to most parts of the plant? Did he ever hear of any guided missile activity at the plant? Were there any plant sections which were highly restricted secret areas?

8. Does source know of any other aircraft plants in the USSR which are connected with the activities at Plant No. 84. If so, what are they supplying and where are they located?

9. Aside from the new assembly building, has the plant undergone much recent expansion? What is the approximate physical size of the plant?

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